

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1962

IN THE MATER OF:

Served February 15, 1979

Application of GEORGETOWN)
UNIVERSITY for Certificate)
Authorizing Regular-Route and)
Charter Operations)

Case No. AP-78-50

By application filed November 20, 1978, Georgetown University, operating as Georgetown University Transportation Society (GUTS), seeks a certificate of public convenience and necessity authorizing regular-route service to transport only Georgetown University students, faculty and staff between the main campus at 37th and O Streets, N. W., Washington, D. C., and points on five regular routes known as (A) Arlington Loop, (B) Lee Highway, (C) Route 50, (D) Alban Towers, and (E) Law Center.*/
Applicant also seeks a certificate authorizing charter service transporting the same clientele between points in the Metropolitan District. Pursuant to Order No. 1929, served December 1, 1978, and incorporated by reference herein, a public hearing on this application was held on January 10, 1979. No party appeared in opposition.

GUTS has been performing operations as temporarily authorized in Order No. 1890, served September 28, 1978, and, in fact, has been providing similar service since 1974. At that time Georgetown University contacted the Commission before commencing operations and was informally advised that the proposed service constituted transportation of passengers for hire but that the operations were excepted from Commission jurisdiction under Title II, Article XII, Section 1(a)(3) of the Compact which excepts "transportation by motor vehicles employed solely in transporting school children and teachers to or from public or private schools". Subsequently it was determined in WMATC v. Omnibus Corporation, (D.C.D.C. 1978), that post-secondary students are not school children within the meaning of the quoted Compact section, and that, therefore, the cited exception did not

*/ These routes are described in the Appendix to this order.

apply. The Commission brought this ruling to the attention of Georgetown University, resulting in this proceeding.

Applicant submitted the following rates:

REGULAR ROUTES

Single tickets - \$.40 (from ticket machines)
Cards for twenty rides - \$7.60
Unlimited semester pass - computed each semester on the basis of \$.35 per ride

CHARTER

Drop off/pick up rate - \$16.50 (1 hour or less)
Local rate - \$8.80 per hour, with 4-hour minimum (under 60 miles)
Long distance rate - \$.55 per mile plus \$8.80 for each hour over five
Overnight rate - long distance rate plus \$25 per night
Cancellation charge - \$20 deposit is forfeited on cancellation within 72 hours of scheduled departure

With its application GUTS filed schedules of service, route maps and bus stop maps setting forth the scope of its operations. It also provided a list of equipment indicating that it owns 10 vehicles manufactured between 1974 and 1977, seating 16 to 19 persons each. At the hearing, applicant introduced a projected statement of revenue and revenue deductions for the period July 1, 1978, to June 30, 1979, (the University's fiscal year) showing \$80,091 projected revenues and \$133,874 of projected deductions, resulting in a deficit of \$53,783 which would be absorbed by the University from its general operating accounts as further discussed below.

In support of the application the Director of Public Safety for Georgetown University testified as to how the University determined the need for alleviating the parking problem on and around the campus and the resultant solution. Georgetown University is plagued by limited parking on the campus as well as in the surrounding community (including a non-residential parking ban), the large percentage of students living off-campus, the lack of adequate direct-line Metrobus service and the expense of constructing additional parking facilities. Unsuccessful attempts were made to combat these problems by leasing a bus, establishing car-pools and requesting the Washington Metropolitan Area Transit Authority (Metro) to change bus schedules and routing. Eventually, in conjunction with the Metropolitan Washington Council of Governments (COG), the University decided to implement a shuttle bus service that would be based on

class and exam schedules and primarily serve the areas of concentrated student housing. The routes described in the appendix to this order were established accordingly. Initially, the ridership was approximately 600 persons a day, and ridership currently averages about one thousand persons a day.

The University has established procedures limiting the use of the shuttle system to students, faculty and staff consisting of academic and administrative support personnel. It has also instituted safety inspection procedures and has hired a mechanic trained to repair the buses.

With regard to the proposed charter operations, the witness stated that trips outside a 60-mile radius have been stopped. The charter service is primarily geared to periods when students are leaving campus for vacation or at the end of the school year and would run between the campus and bus and rail stations and local airports.

As stated earlier, the University is subsidizing the shuttle service from general operating funds. Because of its severe long-term parking problems and in light of the fact that approximately 150,000 passengers are transported by GUTS each year, the University is committed to sustaining the service.

The Department of Transportation for the District of Columbia tendered a letter of support for the application citing the reduction of private automobile traffic and other less energy-efficient forms of transportation. Inasmuch as it would not be feasible for Metrobus to provide as specialized service as GUTS, the shuttle system is not in direct competition with Metro according to the Department.

The Compact, Title II, Article XII, Section 4(b) provides that a certificate of public convenience and necessity shall be issued by the Commission if it finds ". . . that the applicant is fit, willing and able to perform such transportation properly and to conform to the provisions of the Act and the rules, regulations, and requirements of the Commission thereunder, and that such transportation is or will be required by the public convenience and necessity; otherwise, such application shall be denied."

The Commission finds that applicant has sustained its burden of proof regarding the matter of need for service. Service provided under temporary authority (and other earlier operations) has been satisfactory. The evidence of record indicates a need for the specially-tailored shuttle service as well as the requested charter service both to help alleviate parking problems and to provide conveniently-scheduled transportation for students, faculty and staff. The GUTS operation is entirely consistent with the Commission's policy of encouraging efficient mass transportation operations as an alternative to dependence on private

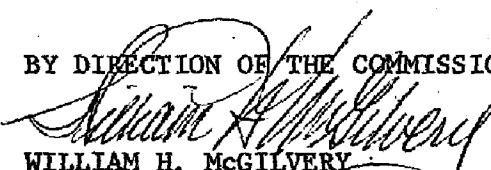
automobile transportation. The record in this proceeding also establishes that GUTS has sufficient suitable equipment available and that it is fit, financially and otherwise (due to the University subsidy), to conduct the service authorized herein.

The authority granted will provide for the five regular routes, serving intermediate and off-route points, and charter service, including the transportation of baggage, between points in the Metropolitan District except transportation solely within the Commonwealth of Virginia inasmuch as the Commission has no jurisdiction to authorize such service. See Compact, Title II, Article XII, Section 1(b).

THEREFORE, IT IS ORDERED:

1. That Georgetown University, operating as Georgetown University Transportation Society is hereby granted authority to transport Georgetown University students, faculty and staff over regular routes, as set forth in the appendix hereto, and to transport Georgetown University students, faculty and staff, and their baggage, in charter operations, between points in the Metropolitan District (except points solely in Virginia).
2. That Georgetown University, operating as Georgetown University Transportation Society is hereby directed to file two copies of an appropriate WMATC tariff in accordance with the authority granted herein, within 30 days from the date of service hereof, such tariff to be effective upon acceptance by the Executive Director.
3. That Georgetown University, operating as Georgetown University Transportation Society is hereby directed to file an affidavit that its vehicles are identified in accordance with Commission Regulation No. 68.
4. That upon compliance by applicant with the directives set forth in 2 and 3 above, an appropriate certificate of public convenience and necessity shall be issued.
5. That the temporary authority granted in Order No. 1890 to Georgetown University, operating as Georgetown University Transportation Society shall be cancelled upon the issuance of a certificate herein without further order of the Commission.
6. That unless applicant complies with the directives set forth above within 30 days from the date of service hereof, or within such additional time as may be authorized by the Executive Director, the grant of authority made herein shall be considered as null and void and the application shall stand denied in its entirety effective upon the expiration of the said compliance time.

BY DIRECTION OF THE COMMISSION:


WILLIAM H. MCGILVERY
Executive Director

A. "Arlington Loop"

From Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to N Street, then over N Street to 34th Street, then over 34th Street to M Street, then over M Street to Key Bridge, then over Key Bridge to Lee Highway, then over Lee Highway to Kirkwood Road, then over Kirkwood Road to Washington Boulevard, then over Washington Boulevard to 10th Street, then over 10th Street to Barton Street, then over Barton Street to Pershing Drive, then over Pershing Drive to Arlington Boulevard, then over Arlington Boulevard to Queen Street exit and across Arlington Boulevard overpass to Fairfax Drive, then over Fairfax Drive to Lynn Street, then over Lynn Street to Wilson Boulevard, then over Wilson Boulevard to Moore Street, then over Moore Street to "bus alley", then over "bus alley" to Lynn Street, then over Lynn Street to Key Bridge, then over Key Bridge to Canal Road, then over Canal Road to Foxhall Road, then over Foxhall Road to Reservoir Road, then over Reservoir Road to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points and serving St. Mary's Hall, Georgetown University, as an off-route point.

B. "Lee Highway"

From Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to N Street, then over N Street to 34th Street, then over 34th Street to M Street, then over M Street to Key Bridge, then over Key Bridge to Fort Myer Drive, then over Fort Myer Drive to Key Boulevard, then over Key Boulevard to Quinn Street, then over Quinn Street to Lee Highway, then over Lee Highway to Kirkwood Road, then return over Lee Highway to Quinn Street, then over Quinn Street to Key Boulevard, then over Key Boulevard to Lynn Street, then over Lynn Street to Key Bridge, then over Key Bridge to Canal Road, then over Canal Road to Foxhall Road, then over Foxhall Road to Reservoir Road, then over Reservoir Road to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points and serving St. Mary's Hall, Georgetown University, as an off-route point.

C. "Route 50"

From Healy Circle, 37th and O Streets, N. W., over 37th Street to Prospect Street, then over Prospect Street to 34th Street, then over 34th Street to M Street, then over M Street to Key Bridge, then over Key Bridge through Rosslyn Circle bus corridor to Moore Street, then over Moore Street to 19th Street, then over 19th Street to Fort Myer

Drive, then over Fort Myer Drive to Meade Street, then over Meade Street to 14th Street, then over 14th Street to Oak Street, then over Oak Street to 12th Street, then over 12th Street to Queen Street, then over Queen Street to 14th Street, then over 14th Street to 15th Street, then over 15th Street to Courthouse Road, then over Courthouse Road to U. S. Highway 50 (Arlington Boulevard), then over U. S. Highway 50 to Pershing Drive exit, then over Pershing Drive to Barton Street, then over Barton Street to Wilson Boulevard, then over Wilson Boulevard to 16th Street, then over 16th Street to Rhodes Street, then over Rhodes Street to Fairfax Drive, then over Fairfax Drive to Lynn Street, then over Lynn Street to Wilson Boulevard, then over Wilson Boulevard to Moore Street, then over Moore Street to "bus alley", then over "bus alley" to Lynn Street, then over Lynn Street to Key Bridge, then over Key Bridge to Canal Road, then over Canal Road to Foxhall Road, then over Foxhall Road to Reservoir Road, then over Reservoir Road to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points and serving St. Mary's Hall, Georgetown University, as an off-route point.

D. "Alban Towers"

From Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to Reservoir Road, then over Reservoir Road to 37th Street, then over 37th Street to Tunlaw Road, then over Tunlaw Road to Benton Street, then over Benton Street to 40th Street, then over 40th Street to Calvert Street, then over Calvert Street to 41st Street, then over 41st Street to Davis Place, then over Davis Place to Tunlaw Road, then over Tunlaw Road to New Mexico Avenue, then over New Mexico Avenue to Cathedral Avenue, then over Cathedral Avenue to Alban Towers alley, then return over Cathedral Avenue to 39th Street, then over 39th Street to Massachusetts Avenue, then over Massachusetts Avenue to Ward Circle, then return over Massachusetts Avenue to Idaho Avenue, then over Idaho Avenue to Cathedral Avenue, then over Cathedral Avenue to New Mexico Avenue, then over New Mexico Avenue to Tunlaw Road, then over Tunlaw Road to Davis Place, then over Davis Place to 41st Street, then over 41st Street to Calvert Street, then over Calvert Street to 39th Street, then over 39th Street to Benton Street, then over Benton Street to Tunlaw Road, then over Tunlaw Road to 37th Street, then over 37th Street to Reservoir Road, then over Reservoir Road to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points and serving St. Mary's Hall, Georgetown University, as an off-route point.

Note: Alternate "Alban Towers" Routes

- (1) Alban Towers Express (between Healy Circle and Alban Towers with no intermediate stops): from Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to Reservoir Road, then over Reservoir Road to 37th Street, then

over 37th Street to Tunlaw Road, then over Tunlaw Road to New Mexico Avenue, then over New Mexico Avenue to Cathedral Avenue, then over Cathedral Avenue to Alban Towers alley, and return over the same route.

- (2) If intersection of 37th Street and Reservoir Road is backed up
- (a) and there are passengers for St. Mary's: proceed over regular route southbound to intersection of 37th Street and R Street, N. W., then over R Street to 38th Street, then over 38th Street to St. Mary's, then continue over regular route.
 - (b) and there are no passengers for St. Mary's: proceed over regular route southbound to intersection of 37th and R Streets, N. W., then over R Street to 35th Street, then over 35th Street to P Street, then continue over regular route.

E. "Law Center"

From Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to Q Street, then over Q Street to Wisconsin Avenue, then over Wisconsin Avenue to Q Street, then over Q Street to 23rd Street, then over 23rd Street to P Street, then over P Street to 21st Street, then over 21st Street to Constitution Avenue, then over Constitution Avenue to Louisiana Avenue, then over Louisiana Avenue to First Street, then over First Street to F Street, then over F Street to Second Street, then over Second Street to Georgetown University Law Center, then return over Second Street to G Street, then over G Street to Massachusetts Avenue, then over Massachusetts Avenue to Columbus Circle, then around Columbus Circle to Delaware Avenue, then over Delaware Avenue to Constitution Avenue, then over Constitution Avenue to Virginia Avenue, then over Virginia Avenue to 20th Street, then over 20th Street to Massachusetts Avenue, then over Massachusetts Avenue to Sheridan Circle, then around Sheridan Circle to 23rd Street, then over 23rd Street to Q Street, then over Q Street to Wisconsin Avenue, then over Wisconsin Avenue to Q Street, then over Q Street to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points.

Note: Alternate "Capitol Loop" on "Law Center" Route

Over regular route to intersection Massachusetts Avenue and Columbus Circle, then over Columbus Circle to First Street, N. E., then over First Street to Independence Avenue, S. E., then over Independence Avenue to First Street, S. W., then over First Street to Constitution Avenue, N. W., then over Constitution Avenue and return over regular route.